

BOILER EXPLODED; SEVEN ARE DEAD

German Steamer Nearly Lost Near Cape Hatteras.

ENGINEER BLOWN TO PIECES

Vessel's Deck Superstructure a Mass of Wreckage.

FUNNEL TORN FROM ITS BASE

The Valdivia Limp Into Port Badly Crippled—Crazed by Pain Fire- man Leaps Into Sea.

The Hamburg-American line steamer Valdivia, fruit-laden, from the West Indies, came into the port of New York today with her forward decks shattered, her funnel flat upon the deck and the story of a boiler explosion on board last Wednesday morning, which caused the instant death of seven members of the crew and the serious injury of another. One of the crew, badly scalded and crazed by pain, leaped overboard and was drowned. The dead were buried at sea, the captain reading the funeral ritual.

Special Dispatch to The Star.
NEW YORK, February 16.—The steamship Valdivia of the Hamburg-American line came into port today with her smokestack down, her entire deck superstructure amidships a mass of wreckage and a casualty list of seven killed and three injured in an explosion of the boiler of the donkey engine, at sea on Wednesday last. The ship carried but one passenger, who escaped unhurt.

The names of the dead are:
G. Steinhagen, second engineer.
O. Selchow, oiler.
J. Sallmeier, trimmer.
W. Hanna, trimmer.
P. Dytho, storekeeper.
W. P. Simons, mess man.
W. Dietrich, stewardess.

Crazed by Pain.
The most seriously injured is Carl Gruner, a fireman, who was scalded so severely that he became crazed and attempted to jump overboard. He had to be restrained by members of the crew. Another fireman was scalded, and First Officer Heinrich Knickman was bruised and cut by the force of the explosion. Of the three injured, however, Gruner was the only one who had to be carried away in one of the five ambulances which awaited the docking of the ship. He was taken to the Hudson Street Hospital, and although he is seriously injured it is expected that he will recover.

The explosion occurred when the boat was about 100 miles south of Cape Hatteras. It was caused apparently by the bursting of the joints between the boiler plates. In some places an examination of the remains of the boiler showed today that the plates had been so eaten away by rust that an original thickness of half an inch had been reduced to an eighth. The boiler, which was supposed to bear a steam pressure of ninety pounds, exploded when the gauge showed a pressure of but thirty-five pounds.

The force of the explosion was terrific. Steinhagen, the second engineer, who was making a test of the boiler at the time, was literally blown to pieces. First Officer Knickman, who was standing near the starboard gangway, was blown aft through it and landed, stunned and bleeding, against the bulkhead of the cabin. The force of the explosion was so great that the entire structure of the deck near the donkey engine was smashed into a confused mass, the purser's cabin was stove in, the chart house blown up and the boats on either side of the ship amidships were smashed on their davits so as to be entirely useless.

The Valdivia is one of the ships which the Hamburg-American line secured when it took over the old Atlas Line's charter and equipment. She plies between New York and South American ports in the trade route. She sailed from Santa Marta on February 8, touching Inagua, in Haiti, on the way, loaded with 29,000 bunches of bananas. She reached a point about 100 miles south of Cape Hatteras on the morning of Wednesday last.

When the Crash Came.
Steam was being raised in the boiler of the donkey engine, which is situated on deck just aft of the bridge and chart house and forward of the main engine room. Members of the crew and firemen were busy using the engine to lift ashes out of the hold, and two of the crew were nearby painting the bulwarks on the side. Steinhagen was leaning over the boiler letting out the water and watching the boiler gauges, which registered about thirty-five pounds.

At 15 o'clock the explosion came. It tore the boiler to pieces, hurling great masses of iron and wood in all directions and reducing the engine itself to a tangled mass of wreckage. The purser's cabin, which is on the starboard side, amidships, was stove in by an immense chunk of flying steel and the bulkhead crashed in as if built of paper.

Inside was Purser Telser, busy with his books and sitting at his desk, with his back toward the bulkhead. The bulkhead fell in, just missing him, and large splinters of wood flew by him on both sides. By a miracle, however, he escaped without the slightest injury.

Just forward of the donkey engine was the chart house, where Capt. Kruger was getting ready to take the noon observation. The walls of the chart house were stove in and the wooden structure was reduced to an almost complete wreck. The chronometer was thrown from its gimbal and lay ticking on the floor, still going, but with its accuracy in taking reckonings seriously impaired.

The captain also escaped the flying wreckage entirely unharmed.

Only One Passenger.
J. Roys, the only passenger, a retired naval officer and graduate of Annapolis, was standing with Supercargo Peterson, who had charge of the fruit on the after part of the deck pit. When the explosion came the two men were thrown violently on their backs, and as they lay there the body of Chief Officer Knickman flew through the air and landed near them. They picked him up unconscious and carried him into the cabin, where they found that he had sustained only slight lacerations and abrasions of the scalp.

Immediately after the explosion Capt. Kruger called the crew to quarters, and a systematic effort was made to ascertain the extent of the injuries. The sight the captain saw was a dismal one. The smokestack of the vessel, which was just forward of the donkey engine, had been blown off at its very base and had fallen into the pile of wreckage which the donkey engine had made of itself.

All over the deck were scattered large chunks of boiler plate, great pieces of bulkhead and parts of the wooden structure of the purser's cabin, and half covered by them, strewn around the deck, were the bodies of seven men. Three of the bodies were so disfigured by the explosion that the rescuers could not identify them.

When the wreckage was cleared away finally it was discovered that four of the victims were already dead, and three so badly scalded by the steam, which escaped from the broken boiler, that they died a few moments later.

The Valdivia carried no ship's surgeon, and the burden of nursing the injured fell upon Purser Telser and Steward Peterson. They did what they could to relieve the scalded men, and patched up the wounds of those who had been injured by flying wood and pieces of the wrecked engine. The saloon was turned into a temporary hospital, and the injured were taken there to be treated, while the dead were laid out on the aft part of the deck.

Repairing the Damage.
Luckily, the weather was better than usual off Cape Hatteras, and the ship had only to contend with a heavy fog and slightly choppy sea, while it waited helplessly waiting for repairs to be made. As soon as he had seen that everything possible was being done for the injured, the captain went to work to repair the injuries to his ship.

The smokestack was down, and the engine consequently did not get any draught, but the iron deck and bulkheads aft had kept the main engines of the boat from great injury.

Capt. Kruger immediately called those of his crew of thirty-nine who were not busy caring for the injured to aid him in repairs to the boat. Tarpaulins were placed in a circle over the base of the broken smokestack. The smokestack itself was held up by a rope suspended from the hoisting derrick above. In this manner the engine could draw draught enough to push the ship ahead at the rate of eight or nine knots an hour, and she was able to proceed slowly through the fog and heavy seas.

At first Capt. Kruger intended to make for the cape in order to get medical help for Karl Gruner, the badly scalded fireman. He headed that way, but was met by an increasing fog, and as Gruner's condition grew better he decided not to dock until he reached New York. On Wednesday night the bodies of the seven killed were sewed up in tarpaulins, weighted with lead and buried at sea, after a short service read by Capt. Kruger.

According to the District appropriation bill as it now stands, having passed both the Senate and the House, the District highway department will be unable to do any resurfacing of asphalt streets or even patch up worn places on the thoroughfares from the 1st of next December until the 1st of July, 1908. This means, according to Capt. J. Morrow, assistant engineer commissioner in charge of the highways, that his street repair force will remain idle during those months and that many of the streets in need of repair and resurfacing will have to remain so until July 1. It will also mean that not more than half of the \$300,000 appropriated in the bill for resurfacing and repair work will be expended.

This stipulation of time for the street work is provided for by a little item that was passing through the Senate last week. Senator Hale of Maine is said to be responsible for it, and, according to the official of the District engineer and highway departments, it is an unnecessary proviso.

Useless Legislation.
When speaking about this requirement today, Capt. Morrow said that it is the most useless piece of legislation he has seen since his connection with the District government.

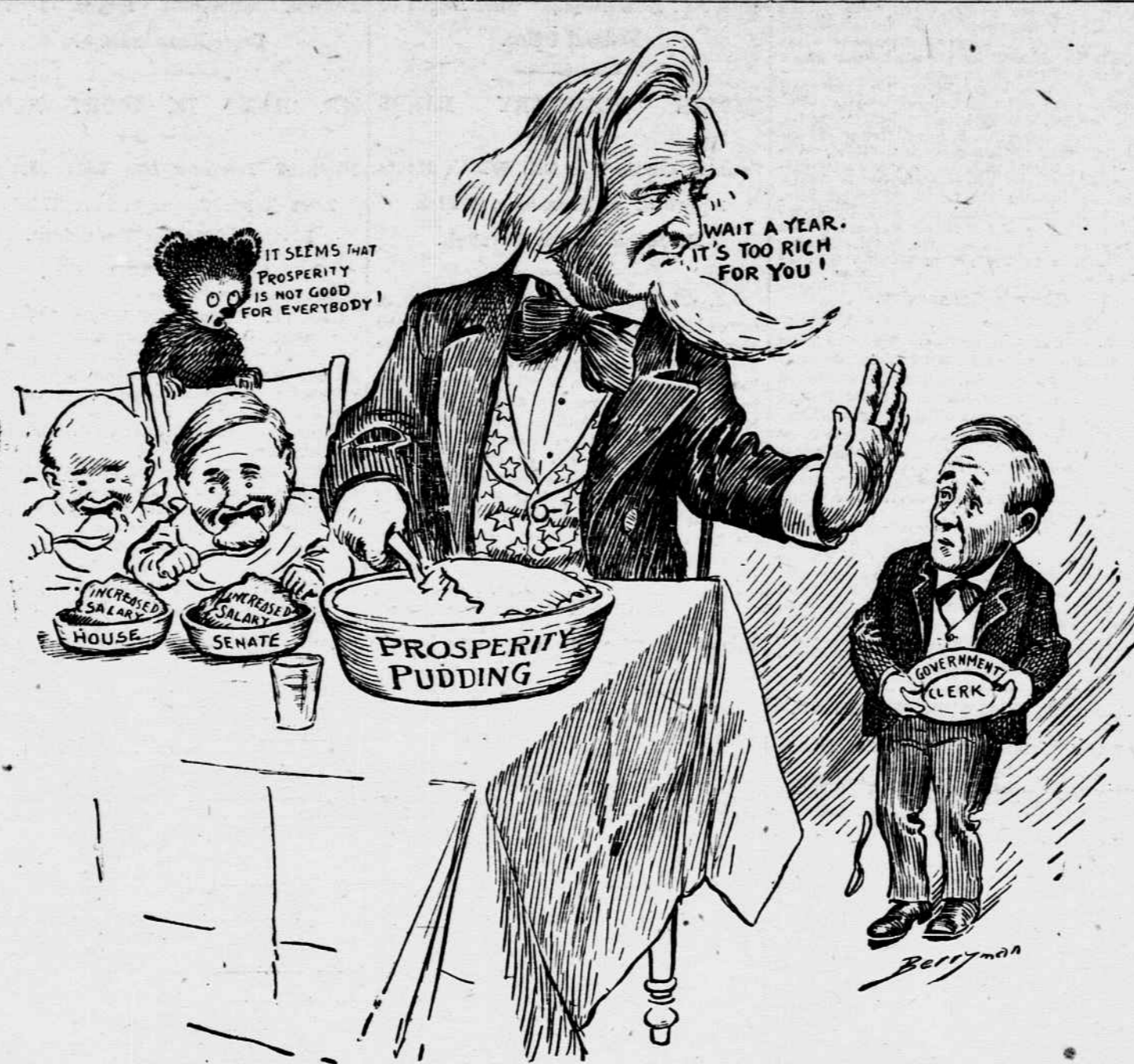
"It would be a physical impossibility for us to do the street work according to the provision of that item. Our fiscal year begins July 1, and on that date we will start using the \$300,000 which has been appropriated. We will put as many men to work as possible, and will do the resurfacing and patching of worn places on the streets with as much rapidity as we can have the asphalt and cement furnished. By the terms of the bill, we must be through this work by December 1, which is only five months, and then we are to lay down our tools and sit around idle until the following July. We will not have half completed by December 1."

Officials of the highway department when asked what was responsible for this legislation, which came in a message to President Philip Corbin on Thursday evening is believed to be the information that a man answering to a general description of Walker is a passenger on a steamer bound for Mexico. The directors are confident that the missing treasurer will be found within a few days.

An assigned postal card postmarked Clinton, Conn., and stating that Walker could be found at 113 North Street, Brewster, N. Y., has been received by President Corbin, who turned it over to the bank's attorney, Judge Cooper.

New Move in Karl Hau's Case.
KARLSRUHE, Germany, February 16.—Counsel for Professor Karl Hau of Washington, D. C., charged with the murder of his mother-in-law, has protested against the decision of the court to place him under the observation of Prof. Hoche, at the University Clinic, Freiburg, with the object of determining the prisoner's sanity. In the meanwhile Hau will remain here, but the inquiry into his mental condition will be continued.

Corbett's Brother Dead.
SAN FRANCISCO, February 16.—Harry Corbett, a sporting man, and brother of James J. Corbett, formerly champion heavy-weight pugilist, was found dead this morning.



FORCE WILL BE IDLE

Unable to Resurface Any Asphalt Streets.

PATCHING UP WORN PLACES

In View of District Bill No Work Can Be Done Until July.

PROVISIONS OF THE MEASURE

Senator Hale of Maine Said to Be Responsible—What an Inspector Says.

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THE DISPUTE SETTLED

Japanese to Be Admitted to San Francisco Schools.

WHITE HOUSE CONFERENCE

Assurances Given to California Visitors.

MAYOR SCHMITZ'S STATEMENT

Satisfactory Understanding Upon the Assumption of the Passage of the Immigration Bill.

The San Francisco school controversy, growing out of the segregation of the Japanese school children in that city, has been settled. The basis of the agreement reached at the White House conference yesterday afternoon is that Mayor Schmitz and the members of the school board will immediately after the passage of the immigration bill as reported by the conferees in Congress, abolish the oriental schools and again admit Japanese children into the white schools. The abolishment of the oriental schools applies, of course, only to the use of them by the Japanese. Their maintenance for the children of the Japanese has been continued. The President and Secretary Root gave the San Franciscans assurance that if the bill was not passed at this session of Congress an extra session would be called immediately after the adjournment on March 4.

For some time after the conference broke up the members of the school board were in discussion of the matter with the President and announced to the press representatives that the last that would be held. He would not state whether a complete agreement had been reached, but he did say "that everybody seemed satisfied with the result of the conference. The Japanese government had agreed to the President and the California delegates would await the action by Congress on the immigration bill with regard to restricting Asiatic coolie labor coming into this country."

Statement by Mayor Schmitz.
Mayor Schmitz gave out the following signed statement last night:
"We have come to a satisfactory understanding upon the assumption that Congress will pass the amendment to the immigration bill introduced February 13. Until the amendment is enacted into a law we shall make no statement as to what the understanding is."

Mayor Schmitz received the answer of the Japanese government to his proposal for a separate school from Secretary Root yesterday. After conferring with the members of the school board he again called at the State Department and informed Secretary Root that the school board had finally reached an agreement to rescind its order establishing oriental schools, but no action would be taken in this direction until the immigration bill, including the exclusion amendment, had been passed by Congress and signed by the President. They submitted this agreement to Secretary Root in writing.

The Californians called at the White House at 4 o'clock, and after a thirty-five-minute conference with the President and Secretary Root, who remained with them, Mayor Schmitz promised to give out a formal statement later in the evening. Secretary Root, who remained with the Californians until late in the evening, said the result of the conference. He did admit, however, that "everybody looked serene," but would not say whether a complete agreement had been reached. He added that naturally the President and the California delegates would await the action by Congress on the immigration bill with regard to restricting Asiatic coolie labor coming into this country. No official statement was issued at the White House.

Agreement in the Senate.
An agreement was reached in the Senate late yesterday afternoon to vote on the conference report of the immigration bill today, and last night the republican senators who were in charge of the measure declared that the bill would undoubtedly be passed. No serious opposition when the measure reaches the House of Representatives was anticipated.

The Japanese ambassador, Viscount Aoki, last night refused to make any comment on the situation pending further communication with his government.

Question of Credit.
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divided as to whom the credit is due for the settlement of the question of excluding the Japanese laborers. Representative Hayes, who is spokesman for the delegation, declares that "the whole thing was done up before Mayor Schmitz and the school board arrived in Washington," and intimates that "all the credit should go to the senators and representatives." He says the agreement reached at yesterday's conference will meet with the hearty approval of the people of the Pacific coast states, but insists that this is only a temporary arrangement which must later be followed by a treaty with Japan excluding the coolie laborers.

Representative Kahn said:
The people of California owe an everlasting debt of gratitude to Mayor Schmitz and his associates for what they have accomplished. The people of the coast states, however, wonder whether this final settlement of the problem. We must have a treaty with the Japanese government supplemented by appropriate legislation that will exclude the coolie labor from the United States in the same manner that the Chinese are now kept out. California will be satisfied with nothing less. This tentative agreement will work so long as Japan desires to keep faith and no longer. If the present ministry in Tokio should be forced out of office, another administration might decide to issue passports to Japanese laborers to come direct to the mainland of the United States, and in that event the amendment to the immigration bill would be a dead letter."

Two members of the school board—Lawrence F. Walsh, president, and Thomas F. Boyle—left last night for Baltimore and New York to inspect the public school buildings in these cities. Mayor Schmitz and the other members of the board will remain in Washington until Monday night, when the American Federation of Labor will give a reception in Mayor Schmitz's honor.

State Department Waiting.
The State Department is awaiting the disposition by Congress of the pending immigration bill before proceeding further with the consideration of the Japanese exclusion question. If the bill is enacted into law, an immediate effort will be made to come to a formal agreement with the Japanese government that will allow the continuance of the present policy of that government of withholding passports to the United States from Japanese laborers. So far as the pending legislation is concerned, it is said that there is every reason to believe that it will be acceptable to the Japanese government, at any rate there has not yet been the faintest sign of disapproval in that quarter.

The pending immigration bill, with the amendment proposed by the State Department excluding persons without passports coming from countries which issue such papers, does not in terms refer to Japan, but it is the subject of considerable interest. In fact, there was no occasion, it is said, to formally inquire whether or not the Japanese government entertained any objection to it. But as a matter of fact, it may be now stated on authority that some action in that line was actually suggested by the Japanese government. However, the signing of the present negotiations, when Secretary Root, complaining to the Japanese ambassador against the influx of Japanese coolies from Hawaii, who he said Japan could not do something to stop the flow.

Suggested by Japan.
The Japanese government replied with an inquiry as to why we did not ourselves stop it, pointing out that when a Japanese subject left Japan with a passport his government lost control over him; it could not make sure that he would go to the port mentioned in the passport. It was therefore for the United States to prevent the removal from Japan of its passport and entering the United States.

That reply was taken as a sufficient indication of the favorable disposition of the Japanese government toward the measure to secure the necessary legislation to control emigration on the lines suggested. The new discussion of the bill, it is said, is to be secured, if at all, as an incident to the application of the general principles of the immigration law, which would become immediately operative when the attempt were made to specifically name Japanese laborers, thus making a legal discrimination on the basis of race.

Relative to the school question, the officials decline to make any statement for publication, abiding strictly to the policy of non-interference. The Japanese school board at the beginning of its conferences with the President and Secretary Root. It is, however, understood that the enactment of the immigration bill, with the undertaking by the State Department to withdraw the bill, has been permanent through a formal agreement with Japan, will meet the desires of the Japanese government. The bill, however, removal of the restrictions against the admission to the white schools in San Francisco of Japanese children.

Attitude of California Courts.
An interesting fact that has developed in the discussion of the respective rights of state and nation where treaties are involved is that in at least one case the California courts have taken the most advanced grounds in favor of the supremacy of the treaties, in one instance holding that the treaty right of aliens to possess real estate could not be destroyed by a state law.

The California committee which came here to confer with the President on the Japanese question has not conceded any of its rights. The committee has been absolutely insisted upon," declared Mayor Schmitz of San Francisco today. Yet, he said, a complete agreement had been reached, the only thing remaining to be done being the incorporation by Congress of the exclusion amendment to the immigration bill. He said it is expected, will be done by the Senate today. As matters stand now, he said, all parties will be satisfied.

Displeasure in Japan.
TOKIO, February 16.—The projected amendment to the American immigration law, involving a restriction on Japanese labor immigration to the United States from the Hawaiian Islands, is naturally received here with great displeasure, but the well-informed feel, under existing circumstances, to find ground for complaint. The council of elder statesmen and cabinet ministers today showed no concern whatever over the proposed legislation.

Test Cases May Be Dropped.
SAN FRANCISCO, February 16.—The test cases filed by the government to determine whether the city of San Francisco may legally segregate Japanese children from white children in the public schools probably will be dismissed when it is called in the state supreme court next Monday. The following telegram from Attorney General E. A. Tamm to the District Attorney of the United States district attorney's office:
"In view of the probability of an amicable settlement of the question now pending in the District court, it is suggested that the test cases be dropped."

Waterways Bill Reported.
SENATE COMMITTEE MAKES AN INCREASE OF \$8,519,334.
The river and harbor appropriation bill was reported to the Senate today by Chairman Frye of the committee on commerce. It carries \$82,729,472, an increase of \$8,519,334 over the amount appropriated by the House. Of this amount the appropriation immediately available is \$4,081,008, and aggregate for projects authorized, \$38,638,664. No appropriation was made to create a deep waterway from Chicago to St. Louis, but the provision made by the House for a board of engineers to examine the condition of the Mississippi river below St. Louis was retained, after adding to it an amendment specially setting forth the character of the examination to be made. The original project to make the Bay Ridge channel, New York, forty feet deep, was provided for by the Senate committee.

THE ANTI-SMOKE LAW

House Bill Passed by the Senate Today.

RAILROADS MUST OBEY

Have Plenty of Time Within Which to Make Preparations.

CREDIT TO MR. MACFARLAND

For Manner in Which He Presented Side of the District in the Controversy.

The Senate today passed without amendment the House bill providing that the railroads coming into the District of Columbia shall comply with the smoke law after passing the District line. This bill was reported to the Senate yesterday from the committee on the District of Columbia and was promptly called up today by Senator Gallinger and passed without debate. The purposes of the bill are thoroughly understood by senators, and it received a unanimous report from the committee which thoroughly investigated the matter in order to determine whether or not it would be reasonable to require the railroads to comply with this law.

Nearly every senator is familiar with the conditions relating to the smoke nuisance so far as it applies to the smoke law, as a large number of the committee rooms at the Capitol looking toward the north and the west give the plain view every day a scene in which black smoke issuing from locomotives is the dominant feature. The fallacy of the smoke law has long been a subject for private comment among senators.

Now that the new union station is nearing completion, being so near to the great marble buildings that surround the plaza of the Capitol, the subject of this smoke nuisance is regarded as of considerable interest. In addition to their own observation, senators have had before them during the last several days reports and the hearings of the committee on the District of Columbia during which hearings representatives of all the railroads coming into the District expressed their views on the subject of this smoke law. They were given the fullest opportunity to state the objections they had to it, and in connection with their statements the views of Commissioner MacFarland on the same subject are given. At all of these hearings Commissioner MacFarland was present, and he has been very forcible in his reply to the arguments that had been set forth. These statements were always recorded, and they are being compiled into a great deal of credit for the manner in which he presented the side of the District in the controversy, and with the railroads over the smoke law.

Roads Expected to Comply.
The sentiment is generally expressed among senators that the railroads will promptly, and in good faith, proceed to comply with this smoke law, as all business establishments in the District are obliged to do. They are complying with the law has entailed additional expense on business houses, and if compliance on the part of the railroads also entails additional expense, it should be met by the railroads. Many of them expressed the hope that the railroads will not undertake to carry out a running battle with the law, but that the enforcement of this smoke law, putting forth claims about the impossibility of complying with it, because of any alleged peculiar conditions that apply to locomotives.

During the hearings before the District committee a recent statement was made that the representatives of the great railroads coming into the District have looked into the matter of eliminating the smoke nuisance, and they are now endeavoring to find a way to do so. It is hoped by senators that no phase of the question was unfamiliar to them, and it is hoped by senators that the railroads will promptly adopt a plan by which the law may be complied with without entailing expense on the District for years to come through numerous prosecutions. If electrification is the only way to do so, it will prove effective, and the testimony of several representatives of railroads was to that effect, senators who take especial interest in this matter. They are now endeavoring to find a way to do so. It is hoped by senators that the railroads will promptly adopt a plan by which the law may be complied with without entailing expense on the District for years to come through numerous prosecutions. If electrification is the only way to do so, it will prove effective, and the testimony of several representatives of railroads was to that effect, senators who take especial interest in this matter. They are now endeavoring to find a way to do so.

If they fail to do so and if their experiment fails, they are now endeavoring to find a way to do so. It is hoped by senators that the railroads will promptly adopt a plan by which the law may be complied with without entailing expense on the District for years to come through numerous prosecutions. If electrification is the only way to do so, it will prove effective, and the testimony of several representatives of railroads was to that effect, senators who take especial interest in this matter. They are now endeavoring to find a way to do so.

Goes Into Effect January 1, 1908.
The bill, which has now passed the Senate, has only to be enrolled, signed by the Vice President and by the Speaker of the House and then sent to the President for his signature. The anti-smoke clause will go into effect January 1, 1908, so that ten full months will be given to the railroads to make preparations to comply with the law. The Senate committee on the District of Columbia has authorized the Baltimore and Washington Transit Company of Maryland to extend its lines of street railway within the District of Columbia along the following route: Beginning where 3d street northwest intersects the present line of the transit company, the route will go to Madison street, west on Madison street to Colorado avenue, southwesterly along Colorado avenue to the intersection of 14th street northwest.

The Senate also passed House bill 23576, to provide for the extension of New Hampshire avenue from its present terminus north of Buchanan street to the District line. The bill is amended to provide for a street extension of New Hampshire avenue, the deflection contemplated in the highway extension plan being eliminated.

Motion to Reconsider.
About an hour after the Senate passed House bill 8329, which contained a provision requiring the railroads to comply with the smoke law, a motion was made by Senator Keane of New Jersey moved to reconsider the vote by which the bill was passed, and on that motion the bill has been put up for the present. The bill now remains on the calendar until a motion is offered to lay Senator Keane's motion on the table. It is probably the only motion in the near future, but the matter will not be reached again today. It is believed, in making this motion Senator Keane made no explanation as to his reason for doing so.

Secretary of the Treasury Shaw.
(Photo by Staff Photographers.)